Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-52 (canceled).

Claim 53 (new). A hybrid power supply apparatus interchangeable with a conventional battery removably positionable within a battery receptacle tray of an electric vehicle, the battery having a power output connectable to the drive system of the vehicle, said hybrid power apparatus comprising:

(a) a fuel cell;

(b) an energy storage device chargeable by said fuel cell;

(c) a housing enclosing said fuel cell and said energy storage device, wherein said housing is sized to fit within said battery receptacle tray;

(d) a power output electrically connectable to said storage device and extending externally of said housing for electrically coupling said apparatus to said drive system of said vehicle when said housing is positioned within said battery receptacle tray; and

(e) a first vibration dampener positioned within said housing for absorbing vibration when said vehicle is in operation.

Claim 54 (new). The apparatus of claim 53, comprising a second vibration dampener which surrounds at least part of said housing when said housing is positioned within said battery receptacle tray.

Claim 55 (new). The apparatus of claim 54, further comprising a compensator weight positioned within said housing for increasing the weight of said apparatus to a weight approximating the weight of said conventional battery.

Claim 56 (new). The apparatus of claim 55, where the compensator weight is positioned such that it is used to further absorb the vibration from the operation in vehicle and the heat generated by the apparatus in claim 48.

Claim 57 (new). The apparatus in claim 53 further comprising a coolant system for flowing gas through said housing, said coolant system comprising:

(a) a gas inlet for drawing gas into said housing;

(b) at least one blower or fan positioned within said housing for moving gas through said housing in predetermined flow paths to regulate the temperature of said apparatus; and

(c) a gas outlet for expelling exhaust gas from said housing.

Claim 58 (new). The apparatus of claim 57, wherein the temperature of said exhaust gas does not exceed 50 °C. when said coolant system is in operation.

Claim 59 (new). The apparatus of claim 57, wherein said coolant system maintains said user interface surface at a temperature not exceeding 50 °C. when said apparatus is in operation.

Claim 60 (new). The apparatus of claim 57, wherein the gas outlet is used to dilute the exhaust gases of the fuel cell and the fuel reformer.

Claim 61 (new). The apparatus of claim 60, where the exhaust gas from the fuel cell includes hydrogen.

Claim 62 (new). The apparatus of claim 60, where the exhaust gas from the fuel reformer includes Carbon monoxide, hydrocarbon gases and hydrogen.

Claim 63 (new). The apparatus of claim 53, wherein said housing comprises a user interface surface which is exposed when said housing is placed within said vehicle receptacle tray, wherein said fuel inlet is located on said user interface surface.

Claim 64 (new). The apparatus of claim 53, further comprising a controller positioned within said housing for regulating operation of said fuel cell depending upon the state of charge of said energy storage device.

Claim 65 (new). The apparatus of claim 53, wherein said energy storage device comprises at least one battery.

Claim 66 (new). The apparatus of claim 53, wherein said energy storage device comprises at least one capacitor.

Claim 67 (new). The apparatus of claim 53, further comprising a DC/ DC power converter positioned within said housing for converting DC current generated by said fuel cell to a voltage suitable for charging said energy storage device.

Claim 68 (new). A method of converting an electric vehicle having a high peak power to average power ratio to hybrid power, the vehicle having a conventional battery removably positionable within a battery receptacle tray of the vehicle and electrically connectable to a drive system of the vehicle, said method comprising:

(a) providing a hybrid power supply apparatus as defined in claim 53;
(b) removing said conventional battery from said battery receptacle tray;
(c) positioning said housing of said hybrid power apparatus within said battery receptacle tray; and
(d) electrically connecting said power output of said hybrid power apparatus to said drive system of said vehicle.